

City Council Introduction: Monday, June 7, 2004  
**Joint Public Hearing of the Lincoln City Council  
and Lancaster County Board of Commissioners:**  
**Tuesday, June 15, 2004, 4:00 p.m.**

Bill No. 04R-137

## **FACTSHEET**

**TITLE:** COMPREHENSIVE PLAN AMENDMENT NO. 04015, by the Director of Planning, at the request of John Nanos, to amend the 2025 Lincoln/Lancaster County Comprehensive Plan to change approximately 760 acres from Priority B of Tier I to Priority A of Tier I, generally located east of South 70<sup>th</sup> Street along Yankee Hill Road.

**STAFF RECOMMENDATION:** Approval.

**SPONSOR:** Planning Department

**BOARD/COMMITTEE:** Planning Commission  
Public Hearing: 05/19/04  
Administrative Action: 05/19/04

**RECOMMENDATION:** Approval (6-0: Carlson Marvin, Taylor, Carroll, Krieser and Bills-Strand voting 'yes'; Larson, Sunderman and Pearson absent).

### **FINDINGS OF FACT:**

1. The staff recommendation of approval is based upon the "Status/Description", "Comprehensive Plan Implications" and "Conclusion" as set forth on p.2-5, finding that this area meets the definition of Priority A in that it is contiguous, will be provided with basic infrastructure by the year 2014, with some improvements done in the near term (wastewater), with others in the longer term (water and roads). The Priority A designation will not negatively impact the community's infrastructure plan.
2. Comments submitted by other departments and agencies are found on p.10-14.
3. The minutes of the Planning Commission hearing and action are found on p.7.
4. There was no testimony in opposition.
5. On May 19, 2004, the Planning Commission agreed with the staff recommendation and voted 6-0 to recommend approval.

**FACTSHEET PREPARED BY:** Jean L. Walker

**DATE:** June 1, 2004

**REVIEWED BY:** \_\_\_\_\_

**DATE:** June 1, 2004

**REFERENCE NUMBER:** FS\CC\2004\CPA.04015

## 2004 COMPREHENSIVE PLAN ANNUAL REVIEW

Comprehensive Plan Amendment No. 04015

April 28, 2004

S. 70<sup>th</sup> & Yankee Hill Road:  
Change from Priority B to Priority A

Applicant	Location	Proposal
John Nanos	Generally east of S. 70 <sup>th</sup> Street and south of Yankee Hill Road.	See Below:
<b>Recommendation:</b> Approval		

### Status/Description

This request is a change from Priority B to A of approximately 143 acres of land east of S. 70<sup>th</sup> Street, south of Yankee Hill Road. In reviewing this application an additional 620 acres within the Beals Slough drainage basin was evaluated as part of this application. The land to the west, north and northeast of this larger area is already designated as Priority A in the Comprehensive Plan. Future development is approved to the northwest at 56<sup>th</sup> and Yankee Hill Road, and Comprehensive Plan Amendment No. 04011 has been submitted for new urban residential, south of Highway 2 and west of 84<sup>th</sup> Street, north of this area.

As a result of this application, the Planning Department proposes the following amendment:

- 1) Amend the Comprehensive Plan to change from Priority B to A, approximately 760 acres of land generally between S. 70<sup>th</sup> to east of S. 84<sup>th</sup> Street, north and south of Yankee Hill Road within the Beals Slough drainage basin.

Acreage residential subdivisions, ranging in size from 3 to 5 acres per dwelling unit comprise approximately half of the 760 acres that is recommended for designation as Priority A.

### Comprehensive Plan Implications

The Comprehensive Plan states the following about priority areas on page F 29:

#### ***“Top Priority Area***

*Area generally within the city limits at the beginning of the planning period. There are still significant infrastructure needs within the existing city and areas currently under development. Some larger projects, such as Antelope Valley, will be ongoing throughout the planning period and will require significant infrastructure resources.*

#### ***Priority A of Tier I***

*Areas designated for near term development are generally contiguous to existing development and should be provided with basic infrastructure within 12 years of the adoption of the plan. Some of the infrastructure required for development may already be in place. This area includes some land already annexed, but is still undeveloped and without significant infrastructure. Areas with this designation are the next priority for infrastructure programming. Some infrastructure improvements may be done in the near term while others, such as road improvements that are generally more costly, may take longer to complete.*

### **Priority B of Tier I**

*The next area for development beyond Priority A, which currently lack almost all of the infrastructure required to support development. In areas with this designation, the community will maintain present uses until urban development can commence. Infrastructure improvements to serve this area will not initially be included in the City's CIP, but will be considered in the long term capital improvement planning of the various city and county departments."*

The Comprehensive Plan then addresses how the priority areas are to be used to guide infrastructure financing and utility planning. In particular, on page F 29 and 30 the Plan states:

*"The principles for prioritization and the individual priority areas are described as follows:*

- *The top priority for the City's CIP is to maintain existing infrastructure, provide for new neighborhood improvements and to complete needed improvements for areas already under development...*
- *In order to implement the Plan Vision, infrastructure should generally be provided in different directional growth areas, depending upon limited financial resources and if there is development interest in the area...*
- *Funds for improvements in new major drainage basins to the southwest and to the east should provide the opportunity for development to begin in these areas within the next 12 years.*
- *Generally, adequate infrastructure improvements should be completed in all Priority A areas where there is development interest prior to beginning infrastructure in Priority B areas.*
- *It is anticipated that there may be some unique circumstances to warrant consideration of development of land in Priority B, prior to the full completion of improvements in Priority A. The community will consider development in a sub-basin in Priority B areas, before completing the infrastructure in Priority A areas, if all of the following conditions are met:*
  - 1) *the project is contiguous to the City and proposed for immediate annexation, and is consistent with principles of the Comprehensive Plan.*
  - 2) *the developer provides information demonstrating how the necessary infrastructure improvements to serve the sub-basin would be provided and financed. The City shall contact other public agencies to obtain their report on the infrastructure necessary to serve the sub-basin including utilities, roads, fire service, public safety, parks, trails, schools and library needs.*
  - 3) *the impact that development in the sub-basin will have on capital and operating budgets, level of service, service delivery and Capital Improvement Programs is addressed.*
  - 4) *there is demonstrated substantial public benefit and circumstances that warrant approval of the proposal in advance of the anticipated schedule."* (Emphasis added)

Technically, the applicant is not asking for improvements in Priority B to be done prior to Priority A as stated above. In this amendment the applicant is only requesting this area be added to Priority A. However, the applicant has stated that if this proposal is approved, they intend to work with the City on further details of how this project might be funded to expedite water, sewer and road infrastructure. Thus, it is worth considering the four criteria mentioned in the Plan in regards to this proposal for a change from Priority B to A:

- 1) Parts of the land are **not** contiguous to the city. The applicant's 143 acre proposal is currently not contiguous to the city.

- 2) The City has contacted other agencies for comments on service implications of this proposal. In general, the implications are relatively minor on the near term infrastructure financing and utility planning since most of the infrastructure to serve this 760 acre proposal is already planned for since the adjacent land to the northwest and northeast is in Priority A.

**Wastewater:** Public Works and Utilities notes that downstream improvements are required prior to development on this site. This area must wait until the Beals Slough Relief Sewer Phase I project is completed prior to service being extended to this property. The draft 2004 CIP proposes completion of the relief sewer improvements in 2006. The Theresa Street Wastewater Treatment Plant has capacity to serve this area. However, the financing of these improvements are based on several rate increases over the next few years. Extension of an existing trunk line from approximately 66<sup>th</sup> and Pine Lake Road to 70<sup>th</sup> and Yankee Hill Road is necessary to serve this area. The extension of the trunk sewer is identified in the draft 2004 CIP. Additional 8-inch sewers will be required to serve this area at the developer's expense.

**Water:** There are some water mains in the draft 2004 CIP to serve the surrounding area: a large diameter non-tappable distribution main in Yankee Hill Road from 56<sup>th</sup> to 84<sup>th</sup> Street is shown in the draft 2004 CIP; a 16-inch main is shown in 70<sup>th</sup> Street, from Pine Lake to Yankee Hill Road for 2006. This main would need to be extended to serve this area. A 24-inch main currently planned in 84<sup>th</sup> Street would need to be extended to this development. The extension of this main is not shown in the draft 2004 CIP. Interior 12-inch mains would be built along with the development. The financing of the improvements in the 2004 CIP are based on several rate increases over the next few years.

**Arterial Streets:** Street improvements are identified for a construction in the next 12 years, but are unfunded at this point. These streets are planned for to serve Priority A land to the north and northeast of this site. Substantial new funding is needed to build the needed improvements for the City. For this area, needed improvements include:

- Yankee Hill Road, from 70<sup>th</sup> to east of 84<sup>th</sup> Street,
- 70<sup>th</sup> Street, a ½ mile south of Yankee Hill Road, and
- 84<sup>th</sup> Street, from Amber Hill Road to a quarter mile south of Yankee Hill.

These urban roadway improvements are identified in the Transportation Plan but are not funded. Public Works and Utilities notes this site would need "...internal collector system will need to be developed to accommodate internal traffic circulation in this area." Public Works recommends that approval be withheld "until the transportation improvement issues can be accommodated in the Capital Improvement Program process.

**County Engineer:** Notes that S. 70<sup>th</sup> Street is presently a two-lane paved county road. Yankee Hill Road has been graded to accommodate a two-lane paved road but remains gravel at this time. No further county road improvements are planned.

**Schools:** This land is already designated as residential and the nearest Lincoln Public Schools are located north of Highway 2. The nearest potential school site is located in the vicinity of 56<sup>th</sup> and 70<sup>th</sup> Street, from Pine Lake to Yankee Hill Road. Accelerating the pace of residential development may impact the timing for the need of the elementary in this area, which is potentially a lower priority for LPS and would not be built in the next 6 years.

**Parks:** The Parks and Recreation Department notes that there is a neighborhood park shown in the Comprehensive Plan that would serve the area proposed for urban residential development. The Parks and Recreation Department recommends that a neighborhood park be provided at the service standard as outlined in the Comprehensive Plan.

**Fire:** The nearest fire stations are located at 5051 S. 48<sup>th</sup> Street and 27<sup>th</sup> and Old Cheney Road. There is a future fire station planned at 56<sup>th</sup> & Cavvy Road, but will require a voter approved General Obligation bond for construction which is tentatively scheduled for 2007-2008.

- 3) None of these departments addressed the impact this proposal might have on operating budgets.

The Plan also contains a “concurrency policy” on page F 154 that states:

*“Public infrastructure — including roads, water, sewer, parks, schools, libraries — is essential to the health, safety and welfare of the community. As the community grows, it is desirable that these systems and facilities be developed concurrently, — that is, at the same time— with that growth.”*

### Conclusion

In regards to the request to change from Priority B to A, the basic questions are does this land meet the definition of the Priority A and will including it as Priority A negatively impact the City’s infrastructure plans:

#### **1. Given utility planning and infrastructure financing plans is the land serviceable by 2014?**

**Yes**, this area, due to the planning underway for the Priority A areas to the north and northeast can be reasonably expected to be provided with services by the year 2014. The area meets the definition of Priority A in that it is contiguous, will be provided with basic infrastructure within 2014 (12 years from adoption of Plan) with some improvements done in the near term (wastewater by 2006) with others in the longer term (water and roads). Some water and road improvements are not in the six-year CIP, but are under consideration for funding by 2014. All water, sewer and road improvements in the CIP are contingent upon increased revenue.

#### **2. Will the Priority A designation negatively impact the community’s infrastructure plans?**

**No**, most improvements to serve this 760 acres are already included in plans for the next 10 years. This change only adds this area to Priority A, it does not place it in the first year of the draft 2004 CIP.

Approval of this amendment includes several important caveats:

- The community already has limited funds to be able to serve the land already designated as Priority A in the Plan — inclusion in Priority A is not a guarantee of financing,
- Addition to Priority A does not mean the land will be included for service in the 6 Year Capital Improvement Program — it only means the land should be served by 2014,
- The 2004 CIP is based on numerous water and sewer rate increases, new financing sources for the arterial streets, continued revenue from impact fees, and approval of general obligation bonds to pay for watershed, park and fire station improvements. If these any of these financing mechanism are not approved or available, then improvements and services to Priority A areas will be delayed,
- It is important that the community move toward the goal of concurrency in improvements — providing utilities to an area in one year, with roads, schools, fire protection and parks lagging years afterward provides citizens with poor service and is contrary to the goals of the Plan.

Amend the Comprehensive Plan as follows:

1. Amend the “Tier I — Priority Areas” map on page F 31, to change the designation from Priority B to Priority A the area as shown on the following page.

Prepared by  
Duncan Ross, AICP  
[dross@ci.lincoln.ne.us](mailto:dross@ci.lincoln.ne.us)  
Planning Department, (402) 441-7603

# COMPREHENSIVE PLAN AMENDMENT NO. 04015,

## PUBLIC HEARING BEFORE PLANNING COMMISSION:

May 19, 2004

Members present: Carlson, Marvin, Taylor, Carroll, Krieser and Bills-Strand; Larson, Sunderman and Pearson absent.

Staff recommendation: Approval.

### Proponents

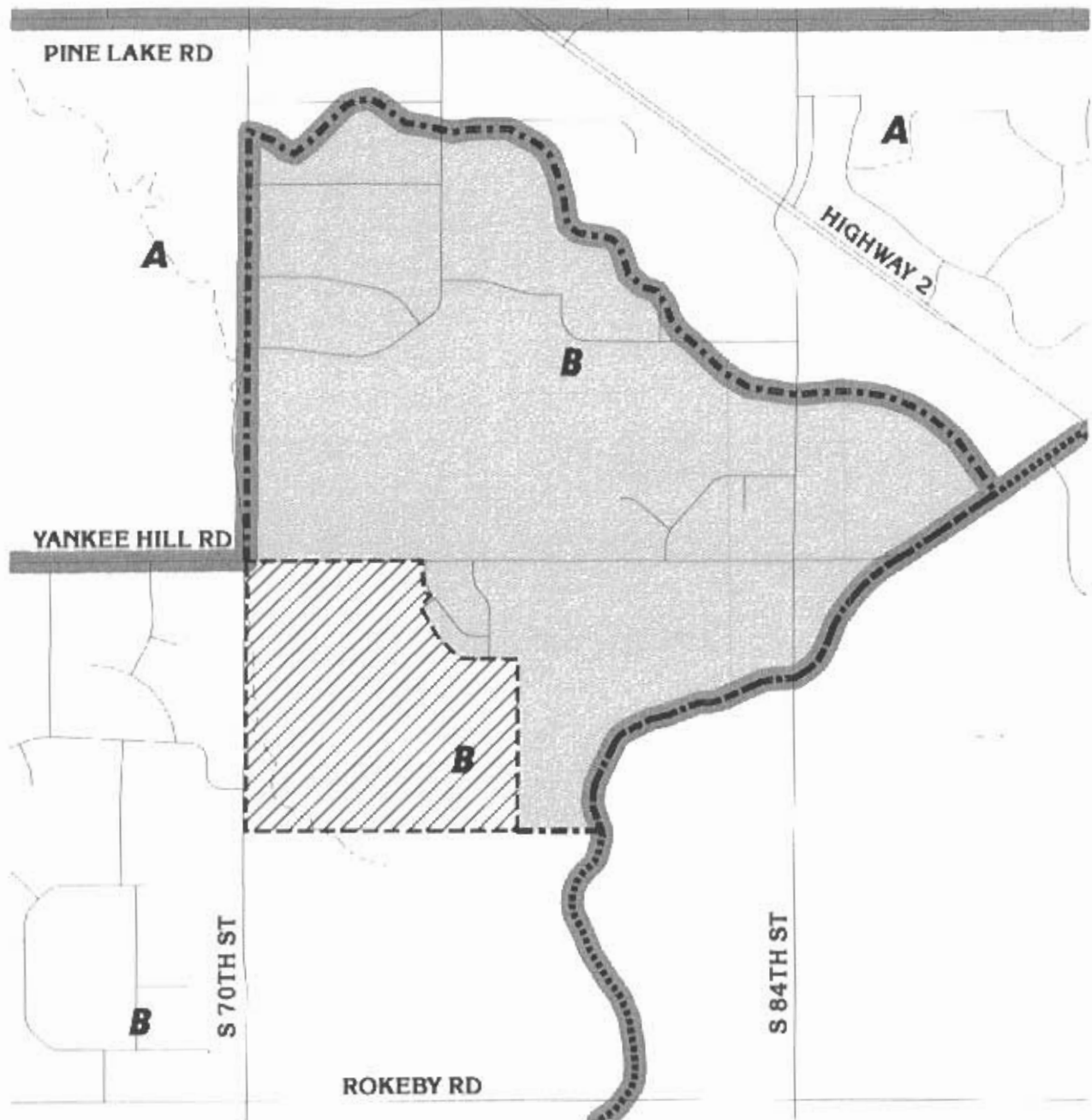
**1. Mark Hunzeker** appeared on behalf of the **Hansen family**, which owns the property at the southeast corner of 70<sup>th</sup> & Yankee Hill Road, which is the subject of the original application. Hunzeker agreed with the staff analysis that this property does conform to the Comprehensive Plan's definition of what is or should be Priority A of Tier I—those areas which are generally contiguous to the existing development of the city. This property is about ½ mile from property which is currently under development by Hampton Development and Ridge Development to the west, and which should be provided with basic infrastructure within 12 years, or by 2014. As staff points out, both the water and sewer are in the CIP which will facilitate service of this property. The relief sewer in Beal Slough is scheduled for 2006, and that trunk line will need to be extended from the eastern limits of the Hampton project up to 70<sup>th</sup> & Yankee Hill. Water improvements in both 2004 and 2006 will get water to this property. There is an additional main which will need to be extended for further development in the broader area outlined by staff in 84<sup>th</sup> Street, but that is not necessary to get this project underway. This is an area where a lot of construction has been and will be taking place over the next few years. The streets which will serve this area are also identified within the 12 year horizon. The applicant understands fully the caveats in the staff report relative to the uncertainty of funding of all of those improvements. Hunzeker submitted that this is an area that should be identified as Tier I-A, and, to the extent the funding availability is with us, we will have those improvements constructed under the usual process of the CIP and, if not, they may have to be arranged in some other extraordinary way, but he believes it is likely this property will develop in the very near future. Hunzeker agreed with the staff recommendation.

There was no testimony in opposition.

## ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

May 19, 2004

Carroll moved approval, seconded by Carlson and carried 6-0: Carlson, Marvin, Taylor, Carroll, Krieser and Bills-Strand voting 'yes'; Larson, Sunderman and Pearson absent.



## S 70th & Yankee Hill Rd

### Proposed Amendment # 15

- ..... Future Service Limit
- Priority Area Boundary
- A** Priority Designation
- ▨ Additional Area For Consideration From Priority B to Priority A
- ▧ Applicant Proposal From Priority B to Priority A



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**WOODS  
BROS  
REALTY**

**John Nanos**  
**Multi-Million Dollar Producer**

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February 2, 2004

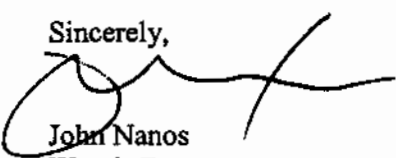
Mr. Steve Henrichsen  
C/o City Planning Department

Dear Steve:

Per our conversation, this letter shall serve as a request for an amendment of the comprehensive plan from priority B to A for the ground located at the Southeast corner of South 70<sup>th</sup> Street and Yankee Hill Road., legally described as Lot 31 NW 27-9-7. It is our hope that this proposed amendment will expediate the placement of water, sewer and street to the aforementioned property.

Please call me with any questions or comments.

Sincerely,



John Nanos  
Woods Bros.  
730-3564



Lancaster

County

Engineering

Department

**DON R. THOMAS - COUNTY ENGINEER**

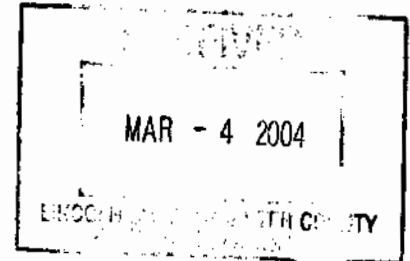
**DEPUTY - LARRY V. WORRELL  
COUNTY SURVEYOR**

March 3, 2004

**TO:** Steve Henrichsen, Planning  
Special Projects Manager

**FROM:** Don Thomas Don Thomas

**SUBJECT:** Comp Plan amendment comments



Steve, I would offer the following comments as they relate to those proposed amendments that would have a potential impact on this office:

~~— #4009 - So. 134<sup>th</sup> & 'A' (northwest corner)~~

~~This proposal has come up before in differing forms and the problems remain the same — road improvements to both 'A' Street and 134<sup>th</sup> Street. These roads are unprepared to accommodate a low density residential development in their present condition. This area is shown in Tier 3 and the only road proposed for improvements is 'A' Street.~~

~~— #4013 - NW 12<sup>th</sup> & Highway #34 (north from Kawasaki Plant)~~

~~NW 27<sup>th</sup> has been graded from Highway #34 to the Alvo Road as a part of the Kawasaki Plant expansion improvements, but, only wide enough to accommodate a two-lane rural paved road. The road remains a gravel road for the foreseeable future and no improvements are proposed for Alvo Road as a part of the County Road Plan.~~

~~— #4014 - NW 70<sup>th</sup> & Superior Street (on the west side of Airpark)~~

~~The County has received requests from two landowners for improvements to both NW 70<sup>th</sup> (north of Adams Street) and Superior Street (between NW 70<sup>th</sup> and Airpark) to provide all-weather access. These road are presently dirt roads and the County's intention is to grade to higher standards and provide aggregate surfacing. The County has been working with the NRD on a dam proposed on NW 70<sup>th</sup> and the City of Lincoln relative to a proposed development and what type of grading section should be built.~~

— #4015 - So. 70<sup>th</sup> & Yankee Hill Road (southeast corner)



So. 70<sup>th</sup> is presently a two-lane paved rural road. Yankee Hill Road has been graded to accommodate a two-lane rural paved road, but remains gravel as the demand is not there for a higher level of surfacing.

I believe this covers the appropriate comments regarding the proposed amendments.

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development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan. This would allow for development of a playground and play court.

It is recommended that a future neighborhood park be added in this area.

**Number 04012**

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the proposed urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan. The parkland could be located within the floodplain area of Stevens create consistent with the intent expressed within the Comprehensive Plan for neighborhood parks to serve multiple functions, such as storm water management.

A future neighborhood park is presently depicted for this area.

**Number 04013**

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the area proposed for urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan.

A future neighborhood park is presently depicted for this area.

**Number 04014**

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the area proposed for urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan.

It is recommended that a future neighborhood park be added in this area.

**Number 04015**

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the area proposed for urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan.

A future neighborhood park is presently depicted for this area.

**Number 04018**


An undeveloped regional park site, Jensen Park, is located southeast of the intersection of So. 84<sup>th</sup> Street and Yankee Hill Road. A City communications tower is located in the southeast portion of the site. The communications tower is accessed via a service road extending along the



**Amendment 04014 — NW 70th & West Superior**

The proposed area is currently a Tier I Priority A area. This area would be served by an extension of a sewer connected by an extension of a sewer connected to the end of an existing 21" diameter line at approximately NW 66th St and West Luke St. extended. However, downstream improvements on the existing trunk lines and Oak Creek siphon located on West Mathis St and the Oak Creek Trunk Sewer west of the Airport Runway are necessary to increase capacity and to serve the added flows from this area. These improvements are currently identified in the 2003-09 CIP for completion in 2007. These improvements require approval of the CIP in upcoming years. Achieving the Oak Creek Trunk Sewer Construction project as listed in the 2003-09 CIP will require sewer rate increases. Sewers 8" and smaller required to serve this area will be at the Developer's expense. The Theresa Street Treatment Plant has available capacity to serve this development.

**Amendment 04015 — South 70th & Yankee Hill Road**

 This proposed area is the quarter section on the southeast corner of 70th & Yankee Hill Road. Before this area could be served the Beal Slough Relief Sewer Phase I must be completed and a trunk sewer would need to be extended from the existing end of the trunk line located at approximately 66th and Pine Lake Road. The Beal Slough Relief sewer and the extension of this sub-basin trunk line into this area is currently shown in the 2003-09 CIP and scheduled for completion in 2006. This identified future CIP project requires approval of the CIP in the upcoming years. Achieving the construction projects shown in the CIP will require sewer rate increases. Additional 8" sewers will be required to serve this area at the developer's expense. The Theresa Street Treatment Plant has available capacity to serve this development.

**Amendment 04016 — Northwest Oak Creek Basin**

The proposed area is a large area with multiple areas of development encompassing areas south, west, and north of the airport. Some of the areas identified in this amendment are currently in Tiers I, II, and III. Additional information will be required to make a recommendation. A number of downstream improvements have been identified in the 2003-09 CIP that are necessary to serve this area. A detailed engineering study is necessary to determine the sub-basin sewer requirements for serving this proposed area. Achieving the construction projects shown in the CIP will require sewer rate increases. Additional 8" sewers will be required to serve this area at the developer's expense. The Theresa Street Treatment Plant has available capacity to serve this development.

**Amendment 02001 — 84th & Van Dorn**

The proposed area is in the Stevens Creek Basin. This area can be served by the future Stevens Creek Trunk Sewer. The Stevens Creek Trunk Sewer is not scheduled to reach this area, Van Dorn Street, within the next 15 years. Achieving the Stevens Creek Trunk Sewer Construction project as listed in the 2003-09 CIP will require sewer rate increases. These improvements require approval of the CIP in upcoming years. Sewers 8" and smaller required to serve this area will be at the Developer's expense. The Northeast Treatment Plant has available capacity to serve this development.



4015 S. 70<sup>th</sup> & Yankee Hill Road - A large diameter (not tappable) distribution main is scheduled for FYE 2008 in Yankee Hill from 56<sup>th</sup> to 84<sup>th</sup>. A 16" main in 70<sup>th</sup>, from Yankee Hill south is necessary to provide adequate service and fire protection to this area. This main is not shown in the current CIP. Interior 12" mains would be built along with the developments, and would be subsidized by the City.

~~4016 NW 40<sup>th</sup> & Highway 34 - This area was not considered for growth or development when the most recent LWS Facilities Master Plan was developed. An update to the Master Plan is scheduled in the CIP for FYE 2007. A separate evaluation of this area should be performed, if the proposed limits of development and land uses were provided. This should be coordinated with any other engineering work, in the evaluation of this sub-area~~

Please note, that in each case above, where a year is shown in the future for the CIP, that such a schedule is totally dependent upon approval of future rate increases to provide financing for the proposed plan.

Please feel free to contact me at 1-5931 if you have any questions regarding any of the above comments.

**Review of Proposed Comprehensive Plan Amendments**  
**March 4, 2004**

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**Comprehensive Plan Amendment: CPA #04015**

**Proposal: South 70th Street & Yankee Hill Road, southeast corner, change designation from Priority B to Priority A on approximately 160 acres**

**General Information:**

This proposed development is bordered by South 70th Street on the west and Yankee Hill Road to the north. South 70th Street is a rural hard surface road, but Yankee Hill Road to the east of 70th street is a gravel surfaced road. Urban road improvements are identified in the Transportation Plan but none are programmed. The County is programming rural roadway improvements for Yankee Hill Road within the 5 year "Lancaster County - Road and Bridge Construction Program" but rural facilities are not expected to hold up under the demands of urban traffic volumes. The change in designation of this area from Priority B to Priority A is premature for the programming of urban road improvements.

As this area develops, an internal access will be needed for a "collector street" system that can accommodate internal traffic circulation. Future right of way needs will include 120 feet along the arterial system that will include South 70th Street and Yankee Hill Road.

**Conclusions:**

1. Development within this area will need to be tied to urban infrastructure improvements so the it can be accommodated within the road improvement programming process.
2. An internal "collector street" system will need to be developed to accommodate internal traffic circulation in this area.
3. The future right of way needs considered for this development are 120 feet along South 70th Street and Yankee Hill Road.
4. The urban roadway improvements are identified in the Transportation Plan but none are programmed.

**Recommendation**

Withhold the proposal to change the priority designation for this site until the transportation infrastructure improvements issues can be accommodated in the Capital Improvement Program process. Staff does not recommend the intensification of development at this location before the transportation network can be developed.